

Take Trip to New London, Conn.

Mr. and Mrs. William D. West, accompanied by Mrs. T. R. Spence and W. A. Ronsaville, left Friday morning at 5 o'clock in their new 1916 Overland touring car for New London, Conn., where they will spend the next two months at their cottage. The new car was delivered early last week and was

driven over the road by Mrs. West on the trip north.

Paige Representative Here.

W. H. Dickinson, district representative for the Paige car, spent a few days in the National Capital last week in the interest of his company. While here he was the guest of E. Selby, local representative.

Returns From Factory Trip.

Robert H. Martin, manager of the Washington branch of the Buick Motor Company, returned Thursday night from a trip to the factory at Flint, Mich., where he went for the purpose of securing shipments of cars. He reports a slight improvement in the production of the 1916 cars, but many orders still remain unfilled.



A New Standard of Motor Car Value

The motoring world has witnessed an establishment of new automobile values, based on the application of the multiple cylinder principle—now conceded to be the greatest forward step of the decade.

To know what multiple cylinder motor power really means to a car—the rapid pick-up, the perfect control of high speed or low without gear changes, the new dominance over hills and bad road-stretches, the new confidence and comfort in driving—you should try out a Cole Eight.

The characteristic architecture of Cole Eight embraces the convenient instrument board, the Cole direct drive, and divided front seats. It insures roomy seven-passenger capacity, and the most careful attention to each detail in upholstery, trimming and finish.

1916 Models Now Ready

\$1785—f. o. b. Factory

COLE MOTOR CAR CO., INDIANAPOLIS, U. S. A.
Builders of the Standardized Car

Henderson-Rowe Auto Co.,
Tel. Main 3543 1012 14th St. N.W.



A New Eight-Cylinder Cadillac Type 53

THE new Eight-Cylinder Cadillac is ushered in on the heels of the most impressive success ever recorded in the motor-car industry.

It follows a car which has entrenched itself in a positive position of pre-eminence. The whole country now knows that the number of cars which are even candidates for comparison with the Cadillac has been narrowed down until they can be counted on the fingers of one hand.

The country no longer asks if the Cadillac is as fine a car as some other; but inquires, instead, what other cars compare with the Cadillac—and how.

If public opinion could be translated into a few simple words it would doubtless result in the statement that there never has been a motor car equal to the Cadillac Eight—either in performance or in stability.

It is this kind of a car—this one example of V-type efficiency, demonstrated by a year's experience—which the new Cadillac succeeds.

It succeeds a car which many thousands of people believe to have been the best car which the world had yet produced.

The new Cadillac is the fruit of experience, acquired in the building of 13,000 V-type Eights, and of their service in the hands of 13,000 users. We believe that in this new car the V-type engine is developed to a point of excellence which even the most conscientious effort to equal cannot reach in many and many a day.

A year ago the Cadillac Company was blazing new paths of progress.

It pioneered new principles and new processes, pushing them to a point of certainty before its first V-type engine was marketed.

Nothing can take the place of that hard and painstaking period of invention, selection, rejection, adjustment and adaptation.

As a result there is but one V-type standard based on extended experience; that is the Cadillac standard.

There is but one V-type criterion based on a demonstrated certainty; that is the Cadillac criterion.

It is obvious, therefore, that the first Cadillac Eight is the source from which V-type development must borrow its inspiration.

And in that fact lies an exceedingly important consideration.

In the pioneering process to which we have referred, the problems solved were peculiar to Cadillac construction.

They referred to that intimate relation between

all the parts and all the processes of manufacture which make for a harmonious whole.

The Cadillac transmission and the Cadillac clutch—two of the only two of a number of features—were developed with direct reference to the requirements of the Cadillac V-type engine and the Cadillac car.

Their adoption by other makers may or may not be successful.

It is not the V-type engine, merely as a type, which has proven such a triumphant success, but the Cadillac Eight-Cylinder V-type engine, built into a Cadillac chassis according to Cadillac ideals—and as Cadillac artisans know how to build it.

That is what we meant when we said that nothing can take the place of Cadillac experience in building 13,000 cars.

That is why we do not believe that the equal of this new Cadillac Eight will exist for many a long day.

The first Cadillac Eight furnishes for those who would emulate its excellence the one certain source of V-type information based on extended experience.

And the second Cadillac Eight, with that wonderful experience to build upon, naturally and logically marks an advance over the initial achievement.

There are no doubts or uncertainties about it. Its advantages and virtues are all clear and positive and plain.

It has taken the one safe V-type criterion and carried it to the highest pitch.

It is twelve months away—13,000 cars away—from the least or last element of experiment.

Its pre-eminence cannot consistently be questioned.

In the face of the widespread adoption of the very principles which produced that pre-eminence, its leadership is not even a subject for discussion.

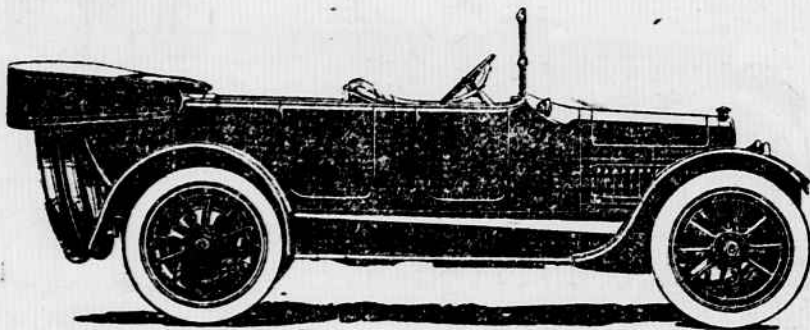
We believe that the new Eight-Cylinder Cadillac embodies the most practical combination of all round efficiency.

No really desirable qualities are sacrificed in order that some less essential—which provide more spectacular, but empty "talking points"—may be exploited.

We believe that it possesses a maximum of the worth-while characteristics which the most exacting motorist wants in his car—power, speed, smoothness, flexibility, ease of operation, dependability and endurance.

We repeat—again—we do not believe the equal of this new Cadillac exists.

And we do not believe that it can or will exist for a long time to come.



SEVEN-PASSENGER CAR, \$2,080

Other styles—Five passenger Sedan, \$2,080—Roadster, \$2,080—Three passenger Victoria, \$2,400—Five passenger Brougham, \$2,960—Seven passenger Limousine, \$3,440—Seven passenger Berlin, \$3,920. Prices include standard equipment, F. O. B. Detroit.

The Cook & Stoddard Co.,
1138-40 Conn. Ave. N.W.



'Covered with the dust of many states and strung with pennants of many colors, a big, high-powered motor car, piloted by a mere slip of a girl, poked its long, mud-battered nose into the National Capital last Tuesday afternoon at 15th and H streets northeast. Turning the corner into H street, it hesitated while the little lady at the wheel looked about inquiringly. Suddenly she leaped from the car and ran toward an approaching automobile. "Oh-oh! oh, you! please stop!" she cried, at the same time waving her arms in the air.

The driver stopped his car. Miss Semaphore climbed onto the running board. "Excuse me for delaying you," she said quite naively, "but I observed the A. A. A. emblem upon the radiator of your car, and being a fellow member I stopped you for directions to club headquarters."

He glanced sharply at her car. Out from the travel stains of the big automobile shone like a beacon the three A's set in their oval frame.

He extended his hand. "Welcome to the National Capital," he voiced, "permit me to introduce myself. I am A. A. A. road logger and on my way to headquarters. Consider me at your service."

Upon the arrival of the party at the Riggs building, auto club headquarters, she introduced herself as Miss Margaret Fairchild of Seattle, Wash., and her companions as the Misses Hilda and Freda Hymann and Mrs. Walter Harvey and daughter Louise, all of the same city.

Miss Fairchild stated that the tour to the east had been planned for the summer route, and that they had already visited the famous touring places of the North Atlantic coast. Several days will be spent in Washington, during which period the various points of interest near this city will be visited. The party will return to the Pacific coast via the southern route, visiting the Grand Canyon, thence to San Diego, Los Angeles, San Francisco, Portland and Seattle. Their journey west will be mapped out for them by the touring bureau of the local club.

"My membership in the A. A. A. is the best investment I ever made," Miss Fairchild enthusiastically told the auto editors of the local newspapers who haunt club headquarters seeking motoring news. "It has been of priceless value to me on this trip. I am sure this tour would have been impossible but for the aid rendered me by A. A. A. clubs."

"We are pretty well acquainted with the merits of the A. A. A.," replied one of the newspaper men, "and have a great deal of respect for the great work it is doing for automobilists; but our hats are off to Miss Margaret Fairchild, the gamest automobile driver—Barney Oldfield not excepted—that we ever met and we wish her a safe and pleasant journey home. We're all mighty glad to know you, Miss Fairchild. Good-bye."

Mrs. Harvey, who is chaperoning the party, stated that Miss Fairchild is but seventeen years old and that she has been a driver of motor cars for several years. Miss Fairchild's father is a prominent lumberman of the Pacific northwest and owns five high-powered cars, all of which were selected and are driven by his intrepid daughter.

Among the motor tourists—individual members of the A. A. A. or members of some automobile club affiliated with the national organization—who registered at local automobile club headquarters during the past week were:

Mr. and Mrs. William Turner and William Turner, Jr., of Omaha, Neb.

Mr. and Mrs. Hal Parry, Harold Parry and Miss Josephine Parry of Omaha, Neb.

Charles A. Hanson, Charles Hagerman, J. M. Dunigan and G. Tracy Rosmore of Atlantic City, N. J.

Mr. and Mrs. M. W. Higley of Hartford, Wis.

Benjamin B. Myers and his two sons, Herman and Edward, of Pittsburgh, Pa.

Henry G. Worley and Samuel A. Millard of Los Angeles, Cal.

Those who question the sanity of a transcontinental motor trip that includes the use of a two-wheel "trailer" along with a seven-passenger car would change their opinion had they been in the office of the local automobile club last week when Herman P. Pedlar dropped in for information about the Yellowstone trail. Mr. Pedlar will leave Chicago early in August for a trip to Yellowstone, which was opened to self-propelled vehicles today. Each seat of his seven-passenger touring car, which is of medium horsepower and sells under \$2,000 will be occupied. Trailing it will be a two-wheel "trailer" carrying a complete camping outfit, including cooking utensils and table service for the crowd, and baggage.

This is not an experimental motor trip via the open road to the west. He is as familiar with the route as a housewife with the kitchen. The motorist, unless I strike an unusual amount of rain," said Mr. Pedlar. "This is highly improbable, for the northwest trails have little rain after the middle of June."

"Next season you will note a big increase in the number of transcontinental cars pulling trailers. It's the only sensible way to travel for those who want to minimize the expense. Cars now average three passengers. That means from two to four seats vacant. This ratio is popular because, it is pointed out, there must be room for baggage. By adding a trailer you can carry a complete camping outfit and all the baggage you need. The added convenience more than offsets the slight additional gross cost, while the cost per passenger is cut more than half."

As explained by Mr. Pedlar, the trailer is hooked on to the rear axle by means of a universal joint. The two universal wheels are the same size and tread as those of the car. The universal joint insures the trailer's position following in the tracks of the machine. Weighted down with luggage and camping outfit, it holds well to the road.

Like others making their first trip to local auto club headquarters for road information, Mr. Pedlar was surprised to learn the completeness of the data at hand. Not only was he informed of the condition of the roads, but he was given complete maps of the entire route. These were in the form of a map, carrying the motorist direct from St. Paul to the Yellowstone gate. With each section of the route minutely mapped, he can start from the Twin Cities and go clear through to his destination without further stops for road information.

Frederic L. Hudekoper, one of the National Capital's best known motorists, is one of the newest members of the District of Columbia Automobile Club. Mr. Hudekoper, who is in Washington today on an extended motor tour which was mapped out for him by the club's touring bureau. His

ROAD INFORMATION.

The Star is in receipt of a report to the effect that the concrete road at Meadowbrook Hill, two miles north of Gaithersburg, Md., has been completed and is now open to traffic. With the completion of this road the motorist now has an ideal highway from the National Capital to Frederick, Md., via Ridgeville, a distance of fifty-three miles, every mile of which is of concrete and macadam.

MOTORS TO OCEAN CITY; TEN HOURS RUNNING TIME

J. J. Higgins Says Roads Are in Good Condition Entire Distance of About 255 Miles.

J. J. Higgins, a prominent motorist of this city, who recently returned in his Hudson cabriolet from a motor trip to Ocean City, Md., via Elkton, Md., states that the roads are in good condition the entire distance, which is about 255 miles. He made the trip in ten hours running time.

The route and distances from the National Capital to Ocean City are given as follows:

Towns.	Miles.
Washington, D. C.	0.0
Bladesburg	5.3
Hyattsville	7.4
Beltsville	13.5
Laurel	19.4
Elkridge	20.0
Green's Falls	25.3
Baltimore	28.8
Perry Hall	51.8
Kingville	52.6
Belair	65.0
Chesapeake	68.6
Cherry de Grace	72.5
Perryville	73.5
Chesapeake	85.8
Northport	90.0
Elkton	96.9
Chesapeake City	102.9
Croftown	114.0
Valton	119.0
Chesapeake	124.0
Centerville	129.0
Easton	171.0
Salisbury	224.0
Berlin	245.0
Ocean City	254.0

Mr. Higgins says that motorists may branch off at Chesapeake and motor to Salisbury via Greensburg, Denton, Federalburg and Hurlock, but this registers five miles longer for the trip and in addition there are several bad spots in the road where repairs are necessary. There is a good garage at Ocean City, Md.

Opens New Service Station.

Joseph Gull, for the past six years connected with the Zell Motor Car Company, in charge of the service department, has secured quarters at 14th and W streets northwest. His assistants were formerly connected with the same company in the service branch.

Left for the West.

Arthur Foraker of the Potomac Motor Car Company, accompanied by Mrs. Foraker left Friday afternoon for the west. They will make a brief visit to Mr. Foraker's relatives at Cincinnati and later proceed to the Pacific coast to see the exposition.

Chandler Notes.

The delivery of a 1916 Chandler roadster is reported to Dr. Edgar P. Copeland, and a seven-passenger touring car of the same make to R. Milton Henderson. The sale of a seven-passenger touring car was made a few days ago to O. I. Nigh.

ET AUTO

SUPPLIES HERE

You will find it profitable to do so. We carry a big quality stock and quote low prices.

Stromberg Carburetors
Recognized as the best. Easy to regulate—give more mileage to gallon of gasoline—furnish best and most efficient mixtures.
D. C. Service Station for Stromberg Carburetors.

AUTOMOBILE TIRES
Immense stock on hand—the quality kind that gives greatest mileage.
Famous MICHELIN TIRES at Reduced Prices.

Hawkeye Refrigerator Baskets, \$6.00 Up

Hand Klaxonet

A Real Klaxon—Klaxon note—Klaxon quality. New this year. Operated on an entirely novel principle. The plunger is short. A slight push gets immediate response and a very loud note. Projector is brass, not steel; bell oval, not round.

The Price, \$4

Large Klaxons, \$7.50 to \$20.

FULL LINE OF LAUNCH SUPPLIES.

Agents for Evinrude, Ferro and Kermath Engines.

BARBER & ROSS, 11th and G Sts.

CHANDLER SIX
\$1295

A Plain Talk About Automobile Values

PEOPLE are asking their friends a lot of questions about the relative values of the best known automobiles.

Interest centers chiefly, of course, in the light-weight sixes, because the light-weight six is the most popular type of car, and much of the interest centers in the Chandler.

The Chandler cannot supply the entire demand for light-weight sixes, but for thorough, careful purchasers who want to be very sure of relative values, there are some interesting facts well worth considering.

Such a purchaser will not forget that the Chandler was the first high-grade six selling for less than \$2000 and weighing less than 3000 pounds. He will not forget that the Chandler pioneered the way for light-six domination and established the Light-Six Era. That was three years ago. The price was \$1785.

The popularity of the Chandler Idea has grown by leaps and bounds ever since.

Other light-sixes quickly followed into the market but the Chandler has occupied a position of leadership all the way. A leadership in quality and price. And now Chandler is building Ten Thousand cars a year and still unable to fill the Chandler demand.

A vital element in the history of Chandler success—and the secret of Chandler high quality and low price this year—is the fact that essentially the Chandler car of this season is the Chandler car of the first season.

There has never been any reason for bringing out a radically new model. The original Chandler, in all its principles of design and construction, was final.

From season to season we have refined it and beautified it and added the newest standard features of equipment. And this season we have brought out the really wonderful new seven-passenger body. But, from the mechanical standpoint, the car is practically unchanged. That marvelous Chandler motor—the foundation of Chandler supremacy—has remained untouched.

Standing pat on a model that was, and is, right, we have avoided costly experimentation that must attend the production of new models. We have lowered our overhead to a minimum. We have been enabled to make sensational price reductions from season to season and still give better value.

The world's greatest manufacturer of low-priced cars has built his tremendous success on this policy, and the public knows—you know—it is the policy that gives the purchaser "most for his money."

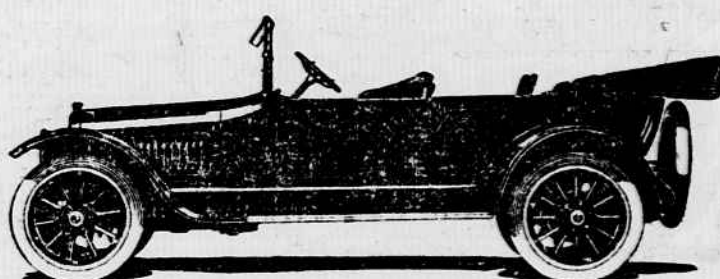
That is why no other car of like size and character has caught up with the Chandler price.

From \$1785 this price last year went down to \$1595. And this year down to \$1295. In practical effect, Chandler offers you a \$1785 car for \$1295. And we ask you to try to match its value in any other car.

Look them over, all well-known makes. Study them carefully. Compare them part by part with the Chandler. Compare them with the Chandler for comfort and power and snap and finish and style. Then you will realize how much it means to you as a purchaser that the Chandler was right in the first place and that the Chandler manufacturing policy has been a policy of devotion to this one model.

Seven Passenger Touring Car \$1295;
Handsome Roadster, \$1295

See the Chandler without delay. Arrange now for your demonstration.



No Other Car for Less than \$2000
Gives You All These Features

Bosch magneto and Bosch spark plugs; Gray & Davis electric generator and Gray & Davis electric starting motor; Rayfield double-jet carburetor; genuine May Mercedes type radiator; cast aluminum motor base extending from frame to frame; three silent and enclosed chains for driving motor shafts; imported annular ball bearings; silent worm-bevel rear axle; auxiliary seats in tonneau of touring car are instantly adjustable and fold away entirely out of sight in back of front seat; genuine hand-buffed leather upholstery; Stewart vacuum gasoline feed; Goldie patent one-man top, covered with genuine Neverleek; Jiffy curtains; Stewart-Warner magnetic speedometer; Firestone demountable rims; complete incidental equipment; the

Marvelous Chandler Motor!

Warrington Motor Car Company

Tel. North 1332.

1811 14th St. N.W.

CHANDLER MOTOR CAR CO. Cleveland, Ohio